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Is what Sig Rag Apple Corndyke the 36.20 lb. bull has. Look over some of them:

Paul Sol. D. K. 3d	3 1/2 y.	27.70
Thelma Korndyke	4y.	24.07
Pauline Sol. Korndyke	3 y.	23.93
Butler 30 days		95.25
Top. Pl. H. D. K. 3d	4 1/2 y.	21.14
Mary Job. Korn.	4 y.	21.14
Dor. Wood Rag. Ap.	32 m.	20.12

Sir Rag Apple Korndyke has a 37 lb. sister. His dam is a 36.20 lb. daughter of Pontiac Korndyke and has three sisters with records above 37 lbs.

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LEGAL NOTICE

Robert Mikolozski, whose place of residence and whereabouts is unknown will hereby take notice that on the 26th day of July, 1919, F. W. Woods, as Executor of the last will and testament and estate of Myra D. Brogan, deceased, filed his petition in the common Pleas Court of Medina County, Ohio, against the above named Robert Mikolozski et al, praying for the foreclosure of a mortgage upon 20 acres of land owned by the said Robert Mikolozski, situated in lot No. 106 in Montville township, Medina County, Ohio, and for other relief. The prayer of the petition is for foreclosure of mortgage and equitable relief.

Said Robert Mikolozski is required to answer on or before the 20th day of September, 1919.

F. W. WOODS, Attorney for Plaintiff.

A RESOLUTION

A RESOLUTION declaring the consent of the Council of the incorporated Village of Medina, O., to the Board of Commissioners of Medina County, O., to extend a proposed improvement of that part of the Cleveland-Wooster Inter-County Highway or Main Market line No. 10, situate in the County of Medina, Ohio, and extending thence in a southerly direction over and along said Inter-County Highway or Main Market Road to a point where the same intersects with the north line of Union Street in said Village and being in all a distance of about 1703.7 feet into said Village and over and along North Court Street therein, and providing that a part and portion of the cost and expense of said proposed improvement be assumed by the Village of Medina and that a part or portion of the same be assessed against the lots and lands bounding and abutting on both sides of said improvement, and part assessed against The Cleveland-Southwestern & Columbus Railway Company, all in manner and form as provided by law and the ordinances of said Village.

WHEREAS the Board of Commissioners of Medina County, Ohio, have duly resolved that the Council of the Village of Medina, Ohio, for its consent to extend a proposed improvement of the Cleveland-Wooster Inter-County Highway No. 10, situate in the County of Medina, Ohio, and extending thence in a southerly direction over and along said Inter-County Highway or Main Market Road to a point where the same intersects with the north line of Union Street in said Village and being in all a distance of about 1703.7 feet into said Village and over and along North Court Street therein, and providing that a part and portion of the cost and expense of said proposed improvement be assumed by the Village of Medina and that a part or portion of the same be assessed against the lots and lands bounding and abutting on both sides of said improvement, and part assessed against The Cleveland-Southwestern & Columbus Railway Company, all in manner and form as provided by law and the ordinances of said Village.

NOW, THEREFORE BE IT RESOLVED by the Council of the Village of Medina, Ohio, three-fourths of all members elected or appointed thereto concurring.

SEC. I. That the public convenience and welfare requires the improvement of North Court Street in the Village of Medina, Ohio, from the north corporate line of said Village and extending thence in a southerly direction over and along said Inter-County Highway or Main Market Road to a point where the same intersects with the north line of Union Street, the same being that part of the Cleveland-Wooster Inter-County Highway No. 10, situate in the County of Medina and described as follows: Beginning in the highway or road at the north corporate line and extending thence southerly along said highway or road a distance of about 1703.7 feet to the north line of Union Street and that the same be improved in manner and form as provided by Sec. 4949 et. seq. of the General Code of Ohio.

SEC. II. That the consent of the Council be and hereby is given and granted to the Board of Commissioners of Medina County, Ohio, to make said improvement in said Village and over and along the said highway, road or street.

SEC. III. That the surveys, plans, profiles, cross sections, estimates and specifications for said proposed improvement prepared by the County Engineer and now on file in the office of the Village Clerk and the office of the Board of Commissioners of Medina County, Ohio, be and the same are hereby adopted and approved.

SEC. IV. That the offer of the Board of Commissioners of Medina County, Ohio, to pay Six Thousand Dollars (\$6000.00) of the cost and expense of said improvement be and the same is hereby accepted and that the balance of the cost and expense of said improvement shall be divided, assessed and paid as follows, viz:

That the cost and expense of improving all intersections or parts of intersections shall be assessed against and paid for by the Village of Medina, Ohio; that the cost and expense of improving the part between the rails of the Cleveland-Southwestern & Columbus Railway Company in said street and a distance of two (2) feet outside of and next to said rails shall be assessed against and paid by the said The Cleveland-Southwestern & Columbus Railway Company; that fifty per cent (50 per cent) of the remaining cost and expense shall be assessed and paid by the owners of the lots and lands abutting and abutting on both sides of said improvement between the points above named and in proportion to the benefits which may result from said improvement and that the balance of the cost and expense thereof shall be assessed against and paid by the Village of Medina in manner and form as provided by law.

SEC. V. That the Mayor and Clerk be and are hereby authorized and directed to enter into a contract of agreement with the said Board of Commissioners of Medina County, Ohio, providing for said improvement and the division of the cost and expense thereof as herein set forth.

SEC. VI. That the Clerk be and hereby is directed to cause notice that consent has been given by the Council for said improvement and said agreement providing therefor and for said division of cost and expense has been entered into and that the surveys, plans, estimates, specifications and profiles have been approved and that claims for compensation and damages on account of said proposed improvement shall be filed with the Council of said Village on or before September 13, A. D. 1919, or the same will be forever barred.

SEC. VII. That this resolution shall take effect and be in force from and after the earliest period allowed by law.

Passed August 19, A. D. 1919.

S. F. DIMMOCK, Mayor.

Attest:

W. F. AINSWORTH, Clerk.

62-2

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Better Baled Hay Gives Stock More Feed Neat and Uniform Work Brings Top Prices

Were it as easy and simple to save hay when it rains as it is to make hay when Old Sol has his blast furnaces working to capacity, hay producing and marketing problems would, to a certain extent, be simplified. To put a gauge on the weather man and to regulate the amount of dew, rain and sunshine served out during the hay-making season would be the hay farmer's dream of Utopia. Although the hay raiser can not cash in on any such a vision, he can materially improve his hay revenue by more careful market preparation of his cash crop of forage. Uncle Sam wants to help every farmer to make the most of his surplus hay crop, and hence he has just published Farmers' Bulletin 1049, which is replete in helpful hints and practical suggestions on when, why and how to bale hay and manage baling crews.

Hay is graded according to the way in which it is baled. Bales of uniform size and of neat, attractive appearance bring top prices, other conditions being equal, while ragged, unsightly bales are penalized. In baling hay for market, various practices are in operation; some are followed unconsciously or in order to avoid extra work, while others are followed deliberately with intent to deceive the buyer, which tend to lower the market value of hay in the bale irrespective of its actual quality.

The new Department of Agriculture publication describes the various types of hay presses, discusses their adaptability and operations under different conditions, and gives detailed information concerning the management of baling crews. The question of owning a press or hiring the work of baling is rather fully considered, as it is believed that many hay growers who now hire custom balers would do well to give careful consideration to the advantages that may accrue from having a press on the farm.

One-horse, perpetual presses, made by reliable concerns, are capable of turning out the same kind of bales as are made by the regulation two-horse presses. They are designed for the farmer who has a small acreage of hay, and they can be especially recommended for the small hay grower if he is in a section where little hay is grown and where hay presses are scarce and hard to hire. The only objection to this type of press is its small production a day. If the prospective purchaser is in doubt as to which size to buy, it would probably be better in many instances for him to buy the two-horse press. The one-horse press can be used to advantage if hay is baled from the stack or barn at a time when there is no urgent need to do other farm work.

The two-horse, full-circle, or continuous-travel, perpetual press is the type of horse press most extensively used. In operating this machine the horses travel in a circle, in buying a press of this type the purchaser should pay especial attention to the power mechanism, the material used for important parts of the press, size of the feed opening, plunger return device, self-feeding attachment, and convenience in tying the bales, and in setting and moving the press.

Large hay growers and shippers who buy and bale large quantities of hay generally use power presses. These are in common use in sections where the usual practice is to bale hay from the windrow or the cock, such as the alfalfa and Johnson grass and prairie hay sections of the South. They are sometimes used in preference to the two-horse type on alfalfa and Johnson grass hay farms, even where the hay acreage is comparatively small, say from 50 to 75 acres, for the reason that they will bale hay about twice as fast as it could be done with a two-horse press, thereby greatly

ly lessening the danger of injury to hay due to bad weather.

As power to drive hay presses, the peeling, has been almost entirely superseded by the gasoline or kerosene engine. With a gas engine there is no need for an engineer and a water hauler. A few owners employ an engineer when doing custom baling with a fast-working crew, because he keeps the engine going and saves expensive loss of time on the part of the press crew. When the crew is hired by the ton the men are not paid for time lost on account of a breakdown, and in such cases engineers are not often employed. Usually one of the press crew looks after the engine when it requires attention. On farms where tractors are used, of the tractor is not needed for other essential work when it is time to bale hay the belt power press should ordinarily be used, since it costs less than the motor press and since it would not be good business to use a motor press while a tractor stands idle.

In northeastern Oklahoma specialists of the United States Department of Agriculture ascertained that the average life of a power press was 14 1/2 years. Power presses were used an average of 47 days a year and baled 1,000 tons a year, or a total of 14,500 tons. The repairs amounted to about 2 cents a ton baled, and the total machinery charges, including repairs, interest, and replacement charges, amounted to about 7 1/2 cents a ton. In the alfalfa belt of the south it was found that the average life of a power press was 12 1/2 years, in which it baled a total of 7,500 tons of hay. It was used about 41 days a year. The repairs amounted to 3 1/2 cents a ton baled, and the total machinery charges including repairs, interest, and replacement charges, amounted to about 15 cents a ton. That the cost of repairs for power presses was higher in the alfalfa district was partly due to the fact that many press owners had had little experience with hay presses; partly to carelessness on the part of laborers, and partly to the condition of the hay, as "tough" hay is hard on the press. A good belt power press can be purchased for from about \$400 to \$600. The motor presses equipped with engine cost from about \$600 to \$800, depending upon the make and type.

The size of bale that a press makes sometimes has a great effect on the selling price of the hay. On some markets the difference in selling price between hay in large bales and that in small bales is considerable. The successful grower of market hay keeps informed as to just what the market, to which he ships his hay, demands in type, size, and weight of bale. Some feeders object to tightly baled hay. They believe that the "air" is pressed out of such bales. Some prefer the large, loosely pressed bales, believing that the hay in them has a greater feeding value than that in small, heavily pressed bales. Occasionally small bales are desired on account of the ease with which one man can handle them or because it is easy to detect the presence of spoiled hay in them. To realize the greatest possible profit from the sale of his hay the hay grower must put his hay into a bale that will meet the feeder's ideas rather than his own.

In shipping baled hay it frequently happens that it is not possible to load to even the minimum weight with light-weight bales if the car is of the older and smaller type. In some instances it is impossible to load the minimum weight into a car with bales weighing from 60 to 70 pounds, whereas if the same-sized bale contained from 90 to 100 pounds this difficulty would not be experienced.

MANY CIVIL SERVICE POSITIONS ARE OPEN

Twenty-one examinations will be conducted by the State Civil Service Commission on September 16, 17 and 18 of applicants for positions in the state service. The official bulletin of the commission which has just been issued, and which gives complete information regarding all of the examinations will be mailed free upon request.

Two of the best positions are those for director of industrial hygiene, for the state department of health, and a rate clerk for the insurance department. Both positions pay \$3,000 annually. Messengers, guards, stenographers, typists, clerical help, grade teachers, labor foreman, actuarial clerks and inspectors for the automobile department and blind commission are on the list. In every position there are opportunities for promotion and splendid salaries are provided from the very first.

Those who are interested in securing a good state position should send for a copy of the bulletin as it gives the subjects of each examination, the date on which it will be held and full particulars. With the bulletin, application blanks will be mailed free at the same time.

OBITUARY

George J. Young, Sr., son of Henry and Louise Young, was born in Albany, N. Y., Sept. 3, 1850, and died at Chippewa Lake, August 26, 1919, aged 68 years, 11 months and 23 days. He was united in marriage with Catharine Bayer May 6, 1871, and they lived together over 48 years. To them were born six children, three sons and three daughters. One daughter died in infancy. The other children who remain are—Henry E., of Chippewa Lake; Emma C., now Mrs. Millard Jones, of Lodi; George J. Jr., of Chippewa Lake; Elsie M., now Mrs. Harvey Patterson, of Willoughby, O., and Carl F., of Wooster.

In 1865 at the age of 15 years Mr. Young was confirmed in the German Evangelical Protestant church in Parma, by Rev. F. Schrock, pastor, and ever after remained steadfast in his faith and trust in God until the day of his death. After making Chippewa

wa Lake his home, he with his companion in 1914 united with the Church of the United Brethren in Christ, under the pastorate of Rev. W. M. Whitehair.

Mr. Young was afflicted for the last two years and was an intense sufferer during this time, but was always cheerful and pleasant and ready to smile though in intense pain. He was always of a pleasing disposition, respected as an honorable business man, a good and kind neighbor, a loving and affectionate husband and father and a quiet though very conscientious Christian man.

He leaves to mourn besides the children named one brother and one sister, both of Parma; three grandchildren—Hilda I. and Elmer J. Young of Chippewa Lake, and Lewis Blake Patterson, of Willoughby.

After their marriage Mr. and Mrs. Young lived in Cleveland until 1890, when they removed to Lodi, residing there for 18 years; then to Medina for four years, and then to Chippewa Lake for the remainder of his life.

Interment was made in the Brookmere cemetery, Cleveland, after appropriate services in the home conducted by his pastor, Rev. A. E. Fair assisted by Rev. W. M. Whitehair. The service was private and there being no singing the hymn, the first verse of which reads as follows, was read by the minister: "I would not live always; I ask not to stay, where storm after storm rises dark o'er the way; the few cloudy mornings that dawn on us here are enough for life's woes, full enough for its cheers. Deceased is greatly missed by all, especially in the home and by his near neighbors."

NOTICE

The 21st annual reunion of the Lance family will be held at Chippewa Lake park Saturday, September 6.

Dr. R. J. Baird Practice limited to diseases of the EYE, EAR, NOSE AND THROAT AND FITTING OF GLASSES. Office over O. N. Leach & Son's clothing store. Office every Saturday.



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short turning—center draft on all loads—these are only a few of the many advantages which will cause you to select the Huber after you make rigid comparisons.

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